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P. S.—A first-class Dress and Mantle Making Department in connection with our store under the management of Miss Smith, who has been with us the past three years, and who has given entire satisfaction.

## LIFE OF A BRAKEMAN.

It Is Much Plesanter Now Than In Former Days.

Air Brakes and Automatic Couplers Have Lightened His Task. The Pay Nearly Doubled What It Was a Few Years Ago.

In few branches of manual labor has modern invention done so much to lighten the burden that falls on the human muscles as in the application of the air-brake system to railroad cars. It is only some twenty years since the air brake was first introduced, and in that period all the hard, disagreeable labor that fell to the lot of the passenger brakeman has been done away with, while the task of the freight brakeman has been greatly lightened.

In the olden times, before the Miller coupler and buffer and the air brake were introduced, the lot of a brakeman on a passenger train was anything but a happy one.

His duties required that he remain on the platform for the greater portion of the time, and this in many cases equivalent to a death warrant, for with the old-fashioned platforms and coupling apparatus in case of a collision telescoping was certain to occur, and the poor brakeman was invariably ground into fragments between the ends of the cars as they crushed together.

It was necessary, too, for him to "know the road" thoroughly. That is, he must know all the grades and bridges and each point where it was necessary to lighten the speed of the train, and be most put on his heels and set it off again exactly at the proper moment without waiting for the signal from the locomotive.

The slightest inattention to duty was found to insure a very bad five-minute interview with the engineer at the end of the run, and if repeated, resulting in the suspension of the brakeman, as it was called in railroad parlance.

Approaching each station there were landmarks which must be learned, and before passing which the brakes must not be set. The thorough brakeman could remember a whole train's worth of such details in manipulating the wheels, and he could set a quick half an hour in the same spot every time.

It was necessary to do this, and many a crew had trained themselves to get in such order that they could invariably find their way to a halt in very little time, and then it was not regarded with respect by the passengers.

When the wheels were first introduced, they were, of course, not so perfect as they are now. An attempt was made to make the broad gauge life railroads, but during the first few years it was found that the train was so unsteady, and it was not until a crew was run on the express trains.

Several days were set up, and the promoters of this air brake plan were allowed several trials to show just how quickly they could stop a train going at full speed. After they had done this, the new brakes were disconnected, and the crew of brakemen were given a chance to disprove the new plan.

The result was that they stopped the train in a very short time, in less distance than was made by the air brakes. As a consequence, the air system was retained for freight and mail, but many improvements had been made in the air brakes.

The old passenger brakeman was a man of muscle, the continual twisting of his body, producing a development of the muscles that might have been called a modern "young" man. Armed with a wooden weapon but a blunt one, he thought nothing of "standing off" half a dozen trains or coupling a gang of coaches that sought to "run things."

The writer was on a train one day a time when a single coach in which a rough man, an effort to make a modern "young" man. Armed with a wooden weapon but a blunt one, he thought nothing of "standing off" half a dozen trains or coupling a gang of coaches that sought to "run things."

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lantern, so he feels along cautiously until he reaches the end of the car, then catches the brake wheel and "sets it up" as tightly as he can.

Perhaps the "dog" and ratchet are so clogged with ice that they do not hold, and just as he thinks the brake is secure it slips and around goes the wheel with a suddenness and force that, if he be not on his guard, will probably cost him his life by throwing him down before the cars.

Along the top of the next car he crawls to repeat the operation. The wind almost takes his breath away. It is on a down grade and the cars bound from side to side. They almost seem to jump clear of the track and then come back with a thundering crash.

A crew is struck, and the unwieldy cars lurch and sway and threaten to go over the bank. The ice and the cold iron of the brake wheel have become numb the poor brakeman's hands so that he can hardly use them, and all the while the repeated calls for brakes from the engineer urge him to do his utmost to slacken the speed of the train.

Perhaps, as he tugs at some wheel and swings his body clear of the car in his effort to tighten up the brakes, the chain gives way, and woe to him if he have not presence of mind and strength of muscles sufficient to retain his grasp, for otherwise his body will be shot down between the cars, to be ground to pulp beneath the merciless wheels.

The danger is tenfold greater, too, if he be using a "club" as a lever in tightening the brakes. Should the chain give way, as not infrequently happens, and the brakeman have the wheel torn from the grasp of his single hand, death or mutilation is almost certain to result.

It is always the part of a brakeman who understands his business to examine the rods and chains on each car that he has to put in his charge before the train starts. On some roads the freight cars are kept in good order, but on many, especially those where the roads are not so good, it is the duty of no one to look after these details, and the careful brakeman will always examine the cars for himself.

He will save himself much trouble and possibly even preserve his own life as well as those of the rest of the crew by finding out which cars have their brakes in the best order and which are not to be depended upon.

With the modern freight train composed of such cars, it is now easy to see how the lot of the brakeman is easier and the major portion of the hard and dangerous work is eliminated. The engineer can control the speed of his train about the constant rate of the brakeman, and all that is left for him to do is to hold himself in readiness to respond to a call should the brakes give out.

It can frequently set heavy trains going at high speed over the roads in the state without a word in sight on the face of the cars, while under the old system it was never safe without the aid of a brakeman at their posts every moment.

With the introduction of automatic brakes, the lot of the brakeman is made even easier. The number of cars in a train or in a country through the automated system of coupling still extends in some reaches into the thousands annually, but, happily, there is a promise that this fearful service will be ended before long.

Anyone who has had experience in making up trains with the common style of coupling knows that it is a matter of wonder, not that so many men are killed or injured, but that so few are.

So long a step in between the cars on a track, the ground slippery with ice or mud, with an engineer, perhaps, who is careless or not good in calculating distances and who sends his locomotive back with a crash, is about as sure a method of inviting disaster as any that can be imagined.

Yet it is the brakeman's duty to do this without faltering, and it is a disgrace if he fail to make the coupling the first time. He simply must not fail, and to do this he must take chances that would make an inexperienced man's hair turn gray.

Not only must he hold the coupling line to the front end of a second car, but he must also hold the rapidly approaching train, and he must have the coupling pin in readiness to drop into place like a flash; he must have his lantern in one hand, and his arm, and must be ready to jump back with the cars until he can have an opportunity to get out from between them.

If the coupling be made where there is a network of trees and switches the greatest care must be taken in the hurried movement to keep away from the cars that the foot be not caught in any of these man-killing devices, otherwise death is sure to come in its most horrible form.

But with the automatic couplers now in use, and whose adoption most railroad men think should be made compulsory, all this is done away with. With these and the general introduction of air brakes, the life of the brakeman will have nearly every element of hardship removed, and it will be no more hazardous than any other occupation.

—Ex-Brakeman, in San Francisco Chronicle.

## HYDROPHOBIA AT A PARTY.

A Young Woman Begins to Bark at a Social Gathering in Her Honor.

A Wilkesbarre, Pa., despatch to the New York Sun of October 4 says: Miss Lizzie Constable, a highly esteemed young woman of Plymouth, gave a birthday party at her residence in Kno street last evening. While the festivities were at their height "Miss Constable was seized with spasms and began to bark like a dog."

The guests did not know what to make of her actions. Some one in the party suddenly cried out: "Oh, Lizzie is dog mad."

At once there was great consternation among the guests. They hurriedly left the house. A physician was quickly summoned and Miss Constable was put to bed. She suffered great agony. Another physician was summoned.

The neighbors had to take their turn holding the patient in bed. Her eyes rolled and she snapped at everybody who came near her. Toward morning she rested more easily, but to-day she was very violent again. The physicians say there is no doubt that it is hydrophobia, and in its worst form.

Two years ago Miss Constable was bitten by a pet dog. She always had a fear that she would die from hydrophobia. Last week she read an account in a newspaper about a man in the West dying from the disease. She was much agitated then, and said: "Isn't it awful to die that way?"

It is said that after reading the paper Miss Constable became very melancholy. Her parents tried to cheer her up, and did everything to get her mind off the subject. Miss Constable is twenty-one years old, and is a favorite in Plymouth.

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Use ROSE'S Winter Balm,

Rub a little on every night and your hands will become soft and white, a pleasure to yourself and a joy to your friends.

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Wells Hardware & Plumbing Co.

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For the West, daily, except Wednesdays, at 12:45 P.M.

For the City, daily, except Sundays, at 12:45 P.M.

For the South, daily, except Sundays, at 12:45 P.M.

For the North, daily, except Sundays, at 12:45 P.M.

For the West, daily, except Sundays, at 12:45 P.M.

For the City, daily, except Sundays, at 12:45 P.M.

For the South, daily, except Sundays, at 12:45 P.M.

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Leave First Sunday, July 1st. Arrive First Sunday, July 15th.

East.		STATIONS.		West Bound.	
Passenger.	Mail.			Passenger.	Mail.
1:15 p.m.	2:00	Winnipeg		11:30 a.m.	3:00 p.m.
1:45 p.m.	2:30	Portage, Man.		11:45 a.m.	3:15 p.m.
2:15 p.m.	3:00	St. Norbert		12:00 p.m.	3:30 p.m.
2:45 p.m.	3:30	Carleton Place		12:15 p.m.	3:45 p.m.
3:15 p.m.	4:00	St. Cloud		12:30 p.m.	4:00 p.m.
3:45 p.m.	4:30	St. James		12:45 p.m.	4:15 p.m.
4:15 p.m.	5:00	St. Paul		1:00 p.m.	4:30 p.m.
4:45 p.m.	5:30	St. Louis		1:15 p.m.	4:45 p.m.
5:15 p.m.	6:00	St. Joseph		1:30 p.m.	5:00 p.m.
5:45 p.m.	6:30	St. Charles		1:45 p.m.	5:15 p.m.
6:15 p.m.	7:00	St. Mary		2:00 p.m.	5:30 p.m.
6:45 p.m.	7:30	St. Ignace		2:15 p.m.	5:45 p.m.
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EDWARD PRATTING



**Rosser Avenue, corner Leavitt Lane, Brandon**